

**Aurora Corridor Traffic Safety Project**  
**Notes From Bus Tour**  
**December 3, 2008**

**10 AM to 10:45 AM Southbound from North 130<sup>th</sup> Street**

**North 128<sup>th</sup> Street**

- According to WSDOT Collision Analysis, this intersection has a high number of angle collisions
- Task Force members report risky driver behavior when making left turns onto Aurora
- Restricted turning movements may be a possible solution

**North 95<sup>th</sup> Street**

- Mid point of a 10 block stretch without a signal or marked crosswalks
- Transit stops on east and west side of Aurora
- Business encroach within the right-of-way
- Street lighting needs improvement



*Crossing Aurora at North 95<sup>th</sup> Street*

**North 85<sup>th</sup> Street**

- #1 intersection for collisions on Aurora
- #1 intersection for pedestrian and bicycle collisions on Aurora
- Major transit transfer location
- Red light camera to be installed early 2009
- Drivers often do not yield to pedestrians in crosswalk
  - Pedestrian sting enforcement location?
- Driveway-related collisions a major factor here (Jack in the Box, gas stations)

## **10:50 AM to Noon Northbound**

### **Battery Street to Aurora Bridge**

- Very challenging for pedestrians to cross Aurora
- Several pedestrian collisions in this stretch including one fatality
- Pedestrians often exhibit risky behavior when trying to cross in this section
- Wayfinding signs may help direct pedestrians to the nearest preferred crossing like Broad St, the Galer Street Overpass, or Dexter

### **Halladay Street**

- #1 location for collisions in “freeway-like” section of Aurora
  - Majority are rear-end collisions
- Often congested from 6<sup>th</sup> Ave N/Dexter in afternoon peak hour traffic
- Challenging entrance to northbound Aurora for drivers
  - Drivers must look behind and over their shoulders to see approaching traffic and maintain awareness of drivers ahead of them in the queue
- Canlis Restaurant parking and valet operations occasionally complicate the situation
- Median and pavement marking could be improved
- Metered signal a possible solution

### **North 46<sup>th</sup> Street/Green Lake Way North Off-Ramp**

- Vehicles often exit Aurora at high speeds
  - Drivers continue at high speeds continue onto eastbound N 45<sup>th</sup> St and through signal at N 46<sup>th</sup> St/Green Lake Way N
- Signal at N 46<sup>th</sup> St/Green Lake Way N surprises drivers at times
- Major bus stop for Metro Route 358
  - Challenging crossing for pedestrians from Aurora bus stop to N 45<sup>th</sup> Street
  - Paint with hatch pattern may improve pedestrian environment by narrowing lane and shortening the crossing

### **Transition from “Freeway-like” Section to Signalized Area Starting at Winona**

- Pedestrian signal at Green Lake Way N often surprises drivers
- Transition to signalized/neighborhood commercial area could be better signed
- Driver inattention is a problem in this transition

### **Winona Avenue North to North 85<sup>th</sup> Street**

- Distractions abound in this area
  - Business signs
  - Taverns
  - Restaurants
- Drivers may have “highway hypnosis” when traveling northbound through this area resulting in higher speeds
- Many rear-end collisions through this area

### North 80<sup>th</sup> Street

- Long conversation here about risky driver behavior and impacts to students walking to Bagley Elementary
- Bagley Elementary parents and students walk to school via a walking school bus through this intersection
  - Key location for education/public awareness event or activity
  - Coordinate with enforcement effort if possible
- Review placement of school zone signs and/or create “virtual school zone” to improve driver awareness
- Add Pedestrian Countdown Signals
- Drivers often making risky left and right turns onto Aurora due to congestion during peak hour traffic
  - Red light camera could reduce turns after the signal has turned red
- Entire intersection needs evaluation
  - Improve lighting so students walking to school can be better seen by drivers
  - Adjust pedestrian signal for a “leading walk” phase
  - Assess the possibility for left turn signals and left turn pockets for drivers attempting to turn northbound or southbound from N 80<sup>th</sup> St
  - Could peak hour turning restrictions improve safety?
- Metro is exploring the possibility of eliminating the bus stop here when Rapid Ride is implemented
- Key intersection for enforcement activities



*The Task Force at North 80<sup>th</sup> Street and Aurora*

### **North 115<sup>th</sup> Street**

- Northwest Hospital is accessed via N 115<sup>th</sup> St
- Pedestrian fatality has occurred at this intersection
- No sidewalks on east or west side of the street south of N 115<sup>th</sup> St
- No crosswalk on the south leg on the intersection
- Add Pedestrian Countdown Signals



*Looking north towards the intersection of North 115<sup>th</sup> Street and Aurora*

### **North 115<sup>th</sup> Street to North 130<sup>th</sup> Street**

- Sign clutter is a major issue in this segment
  - Signs and utilities leave little room for pedestrians
- Lack of pedestrian facilities on east and west side of the street
  - Painted sidewalks may improve safety by providing a designated area for pedestrians
- Drivers have a difficult time locating the Emissions Testing location
  - Drivers are distracted looking for the Emissions Testing sign
  - Often leads to risky U-turns
- Driveway-related collisions increase drastically from about Home Depot north

### **North 130<sup>th</sup> Street**

- Add Pedestrian Countdown Signals
- Overpass at N 130<sup>th</sup> St is not ADA accessible
  - Existing crosswalk configuration needs to be changed
  - Add a marked crosswalk on the north leg of the intersection with new ADA ramps on all four corners
  - Major senior housing developments one block west at Linden and N 130<sup>th</sup> St

- Seniors must cross Aurora to access Albertsons for groceries
  - A major increase in senior housing units is expected in this area in the coming years
- Sign clutter continues in this area
  - Enforcement of sandwich board/a-frame sign policies would help improve pedestrian environment
- Ingraham High School students travel to and from school via Aurora bus routes
  - Create “virtual school zone” to improve driver awareness
- Rear-end and angle collisions are common at this intersection



*The intersection of North 130<sup>th</sup> Street and Aurora*

### **North 130<sup>th</sup> Street to North 145<sup>th</sup> Street**

- Driveway-related collisions are a major problem
  - Land use is much different here than on the southern part of the corridor
    - Big box stores
    - Drive thru restaurants and coffee stands
- Rear-end and angle collisions are high at N 143<sup>rd</sup> St and N 145<sup>th</sup> St
- No pedestrian facilities on the west side of Aurora
  - Some businesses encroach within the right-of-way further complicating pedestrian mobility
  - Painted sidewalks may improve safety by providing a designated area for pedestrians